

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

SS. "HONAM," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,338 " " " W. A. Valentine.
"FATHAN," 2,260 " " " R. D. Thomas.
"HANKOW," 3,073 " " " C. V. Lloyd.
"KINSHAN," 1,995 " " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 5.30 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

SS. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.
Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

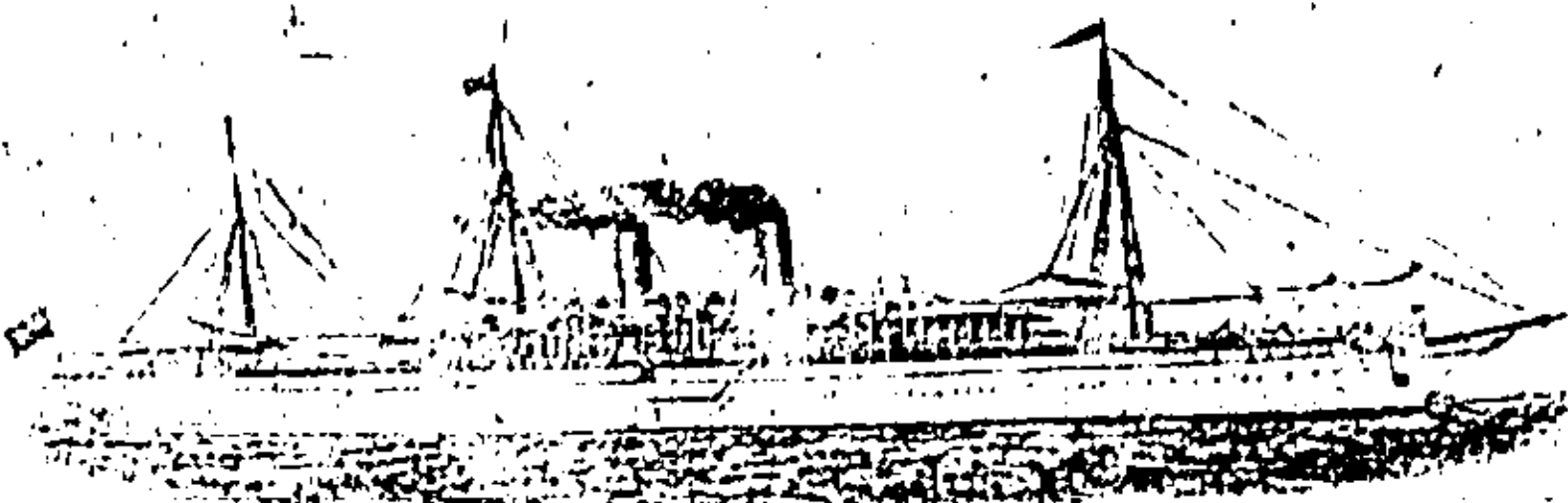
SS. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

SS. "SHENAM," 1,428 tons, Captain J. Wilcox.
"NANNING," 1,409 " " " C. Butcher.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. Calling at Yantai, Mahoning, Kanchow, Kiao-Kong, Samshui, Howik, Shui-Hing, Luk-Ho, Luk-Tai, Fung-Han, Tak-Hang, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak-Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 16th July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

STEAMERS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPEROR OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class, \$100.00. 2nd Class, \$60.00. 3rd Class, \$40.00.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya, opposite Blake Pier. [13]
Hongkong, 11th July, 1906

HONGKONG-MACAO LINE.

SS. "WING CHAI,"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.
FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket \$5; 2nd Class, \$1; 3rd Class, 50 cents.
SUNDAYS ONLY.
1st Class—Single, \$4; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
2nd Class—Single, 40 cents; Return, 60 cents.
3rd Class—Single, 20 cents; Return, 30 cents.
Steerage—20 cents each trip.
All Meals can be supplied on Board at \$1 each Meal.
First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.
SAM WANG Co.
Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG CHOW," 1,309 tons, Captain T. R. MEAD.
"KWONG TUNG," 1,238 " " " H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey...\$4
Meals...\$1 each.
ALSO
Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 5.30 P.M.
FARES:
1st Class single \$1 with cabin berth...\$2.00
2nd Class single \$0.80, return...1.50
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 2, Queen's Road West.
Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 18th day of July, 1906, at Noon, the Steamship SEYDLITZ, Captain Dewers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave his Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 16th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th July, and Parcels will be received at the Agency Office until Noon, on TUESDAY, the 17th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	97.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Steamer from Alexandria to Naples.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,023	TUESDAY, 24th July.
WILLEHAD	2,631	TUESDAY, 21st August.
PRINZ WALDEMAR	2,727	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lent, with Mails, Passengers and Cargo, will leave this port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$21.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$44.00	\$34.00	\$24.00
TO SYDNEY	\$31.00	\$21.00	\$15.00
Return	\$45.10	\$35.10	\$25.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00
Return	\$48.25	\$38.25	\$28.25
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$110.00	\$80.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND LOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	96.00

From Australia to New York via Vander by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS TOWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ REG LUITPOLD, WEDNESDAY, 18th July.
FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ BITEL FRIEDRICH, WEDNESDAY, 1st August.
FOR YOKOHAMA & KOBE, WILLEHAD, WEDNESDAY, 1st August.
Reaching Yokohama less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & S. S. Co., or from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or HAMPTON	\$62.00
TO BREMEN	63.10
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars to

MELCHERS & CO.,
AGENTS.

Hongkong, 12th July, 1906

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 378 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 20 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.
Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.
Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.
Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip...\$30
These steamers have excellent Saloon Accommodation, and are lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.
Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 10th July, 1906.

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Intimations.

WM. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and **Japan.**

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODORE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

Intimations.

K. A. J. OHOTIMALL & CO.,
8, D'ARQUER STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK-LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

THE WEST POINT BUILDING
COMPANY, LIMITED.

A N INTERIM DIVIDEND of Dollars Two per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 13th July, 1906. [730]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

A N INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th July, 1906. [718]

HONGKONG HIGH-LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:

- That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part, be and the same are hereby rescinded.
- That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 101 and 202 of the Companies Ordinance to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [718]

A. CHAZALON & CO.
JUST UNPACKED.

A NEW Consignment of the following:—
ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tins (Assorted),
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY in OIL (Bouillottes).
ALSO
PASCAL'S ASSORTED SWEETS and TOFFEEES.
Hongkong, 12th May, 1906. [61]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A NUMBER OF BOOKS
Index to the Streets, Houses and Leased Lots of the Colony of Hongkong and its Dependencies.
(In English and Chinese, compiled by the late Mr. BRUCE SHEPHERD).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1906. [727]

BY ORDER OF THE MORTGAGERS.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
THURSDAY,
the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central, (corner of Ice House Street),
THE FOLLOWING
VERY VALUABLE RECLAMATION
PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz—
All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAYA RECLAMATION TO MARINE LOT No. 57.
The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.
For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 28th June, 1906. [658]

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
ON
TUESDAY,
the 24th July, at 12 o'clock Noon,
The Hulk "MEENEE," late "SCREW," 3rd Rate, 3,842 tons.
(Lately used by War Department as a Hospital Ship).
CONDITIONS OF SALE.
The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will be sold separately:—
Cables with 1000 CABLES.
The vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).
Inspecting Orders can be obtained from the Auctioneers.
The Sale will take place on Board. A Steam Launch to convey intending purchasers, will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.
TERMS:—Cash before delivery 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within Seven Days after date of sale.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 11th July, 1906. [712]

TO LET.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.,
Hongkong, 9th July, 1906. [711]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [714]

TO LET.

NO. 16, HOLLYWOOD ROAD, at 3, OLD BAILEY.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [710]

SHAMPEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 5th July, 1906. [713]

TO LET.

"HAYTOR" THE PEAK Immediate Possession.
OFFICES in KING'S BUILDING YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, d'Almeida Road.
A HOUSE in RYMON TERRACE, FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st June, 1906. [715]

TO LET.

NO. 15, KNUTSFORD TERRACE
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 30th December, 1905. [716]

TO LET.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A NUMBER OF BOOKS
Index to the Streets, Houses and Leased Lots of the Colony of Hongkong and its Dependencies.
(In English and Chinese, compiled by the late Mr. BRUCE SHEPHERD).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1906. [727]

BY ORDER OF THE MORTGAGERS.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
THURSDAY,
the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central, (corner of Ice House Street),
THE FOLLOWING
VERY VALUABLE RECLAMATION
PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz—
All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAYA RECLAMATION TO MARINE LOT No. 57.
The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.
For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 28th June, 1906. [658]

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
ON
TUESDAY,
the 24th July, at 12 o'clock Noon,
The Hulk "MEENEE," late "SCREW," 3rd Rate, 3,842 tons.
(Lately used by War Department as a Hospital Ship).
CONDITIONS OF SALE.
The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will be sold separately:—
Cables with 1000 CABLES.
The vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).
Inspecting Orders can be obtained from the Auctioneers.
The Sale will take place on Board. A Steam Launch to convey intending purchasers, will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.
TERMS:—Cash before delivery 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within Seven Days after date of sale.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 11th July, 1906. [712]

DISARMAMENT.

THE COMING INTERNATIONAL CONFERENCE.

The meeting of the Inter-parliamentary Union at Westminster Hall in the last week in July promises to be one of the most remarkable gatherings of the year. Following the example of Austria, Hungary, Belgium, Norway, Switzerland and the United States, the Prime Minister has promised to propose a subsidy to meet the necessary expenses.

Briefly the history of the Inter-parliamentary Union may be thus recounted. In 1870, during the Franco-German war, the late Henry Richard called into existence a small committee of working men, of which Mr. Cramer was secretary. The committee grew into the Workers' Peace Association, and subsequently into the International Arbitration League. It carried on its propaganda not only in this country but in France and America; and at length, in 1888, Mr. Cramer conceived the idea of an inter-parliamentary movement in favour of arbitration and peace.

A GROWING POWER.
A preliminary meeting was held in the same year, and in 1889 the first organised gathering was held in Paris, with Jules Simon as president. From time to time similar gatherings have been held in various European capitals. In 1903 nearly 100 members of various parliaments assembled at Vienna, and there were over 2,000 adhesions. The following years the gathering took place at St. Louis, U.S.; last year the meeting was at Brussels.

To a large extent the success of this movement is due to the activity of Lord Weardale, the chairman of the British group, and of Mr. Cramer, its secretary. The British group is mainly composed of Liberal and Labour members, but includes several Conservatives and Liberal Unionists. As the coming gathering precedes by a few months the assembly of the second Hague Conference, the proceedings will be of more than ordinary importance and the question of Disarmament is sure to be prominent.

It has been asserted that the next Hague Conference will confine its work to attempts to mitigate the evils of war. Such an announcement is premature, but it may be useful as a timely warning that the Second Hague Conference may miss a great opportunity. It is desirable that the evils of war should be mitigated, but the question of Disarmament is of vastly greater importance. Disarmament was the primary object of the first conference, but it had to give way to the question of arbitration. Now that a High Court of Nations has been set up, and that nearly thirty permanent treaties of arbitration have been signed by various Powers, the difficulties in the way have been diminished. Moreover, the present temper of the Governments and people of Europe is decidedly more favourable than it was a few years ago.

FAVOURABLE OMENS.

Take first of all the Governments. The Balfour Administration has given place to another whose Prime Minister, at the very outset, has declared his intention of pursuing a policy of peace. The Radical and Radical Socialist party is the dominant factor in the "Bloc," and the second article in the programme of this party is "to develop the principle of international arbitration," while the third is "renunciation of colonial expeditions for the extension of colonial territory." Yet, further, a loyal supporter of the pacific policy, has been succeeded by M. Fallieres, who in 1900 presided at the inter-parliamentary Conference in Paris, and who said to the assembled delegates: "Pursue courageously your work! Make the nations understand that it is more glorious for them to bind all their power before a simple arbitral decision than to seek on the field of battle the bloody triumph of force, and you will have deserved well of your country and humanity."

As for other European Powers, New Russia is occupied with working out her own salvation, and is intensely humanitarian. Austria-Hungary is mainly concerned with domestic troubles, and is decidedly pacific. Italy is utterly weary of military burdens.

The smaller Powers of Europe have everything to gain by disarmament and nothing to lose.

WAR LORD AND SOCIALIST.
The one uncertain factor is Germany—perhaps it would be more correct to say the German Emperor. The Reichstag has already shown its anxiety for a reduction in the term of military service, and only a few days ago openly revolted against an expensive and aggressive colonial policy. But more significant still is the growing determination of the great Socialist party in Germany, as well as in other countries, to take questions of peace and war into their own hands.

On 4 March in Brussels there was a meeting of the Socialist International Bureau, which attracted little or no attention in this country, but is of profound significance, since the chief German representative was Bebel and the chief French representative was Jaures. This was the resolution that was adopted: "The Emperor William is well aware that Bebel has millions of voters behind him, and that the Emperor is well aware that Bebel has millions of voters behind him."

A PRACTICAL POLICY.

Is not the time now ripe for action without further delay? We who are advocates of a policy of disarmament are not idle dreamers, but practical politicians. We have nothing in common with the Anarchists who issue inflammatory placards in France exhorting soldiers to fire upon their officers when called upon to preserve order. We do not ask every enemy of militarism to subscribe to the formula that even defensive war is wrong. We are not so quixotic as to expect that any one nation will disarm its troops while all the others are armed to the teeth. Our programme was admirably expressed in a recent debate in the French Senate by M. d'Estournelles de Constant, when he said: "I have never proposed disarmament—not even the reduction of armaments. I only ask that the Government will consider, in conjunction with other Governments, whether it is not possible to arrest the growth of armaments by common agreement." He should have said, not only to arrest, but to reduce.—Howard Evans in Morning Leader.

Intimations.

A BILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in blood impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. ON FIRE 29th November, 1905, between SINGAPORE and HONGKONG.
ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co. Ltd. before 31st July, 1906, otherwise they will not be recognised.
Hongkong, 16th July, 1906. [735]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1901, as now carried out is satisfactory.
- Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.
Apply to—
"X. Y. Z."
C/o This Paper.
Hongkong, 11th July, 1906. [720]

NOTICE.

WE hereby beg to notify our Customers that **WE CANNOT ACCEPT MORE THAN TWO DOLLARS** in Subsidary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.
A. S. WATSON & CO., LD.
Hongkong, 3rd July, 1906. [697]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of **COLD STORAGE** available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [717]

MUTTON AND BEEF.

THE Undersigned is prepared to **SUPPLY FRESH MUTTON AND BEEF**, at Moderate Prices.
Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906. [561]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180]

Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [54]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 20th January, 1903. [62]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

CLARETS.

St. George..... \$4.00 Per Dozen Quarts.

Cru-Wynbrun..... 4.50 " "

Cotes..... 5.00 " "

Montferrand..... 5.50 " "

Medoc..... 6.00 " "

St. Emilion..... 6.00 " "

St. Estephe..... 6.50 " "

St. Julien..... 7.50 " "

St. Estephe Su- perior..... 9.00 " "

Chateau Margaux..... 9.00 " "

Chateau Leoville..... 9.00 " "

Chateau Lafite..... 10.00 " "

Chateau Larose..... 10.50 " "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 21th July, 1906. [53]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received
a shipment of APPLE
BRAND CIDER bottled
by Messrs. ROBERT POR-
TER AND COMPANY, Pro-
prietors of the famous
BULL DOG BRANDS
of STOUT and ALE.

It is highly recom-
mended by many medi-
cal men on account of its
beneficial action in cer-
tain ailments particular-
ly in complaints of a
gouty origin or tendency.
Either by itself or mixed
with SODA or GINGER
BEER it makes a most
wholesome, palatable
and refreshing summer
beverage.

Per Case of 8 Doz.

Pints - \$30.00
Per Doz. - 4.00

Hongkong, 5th July, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

CASH LESS 10%.

CREDIT LESS 5%.

GREGOR & Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 28th June, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Subscription rates (in advance).
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world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 17, 1906.

THE HARBOUR MASTER AND
HIS STAFF.

Nothing which affects the interests of the
shipping community of Hongkong can pass
unnoticed by the Colony at large, for the
prosperity of the shipping industry implies to
a very great extent the advancement of the
Colony. The ceremony which took place
yesterday, when His Excellency Sir Matthew
Nathan formally opened the new Harbour
Office, is therefore invested with special
interest to all who are concerned with the
material progress of Hongkong. It had long
been apparent to those who had given the
matter a thought that the old offices were
utterly inadequate for the requirements of
the Department, and were also derogatory to
a port which can boast of dealing with the
greatest amount of tonnage in the world.
Indeed, the fact that the Harbour Authorities
conducted the immense business of the port
under such restricted and hampering condi-
tions speaks volumes for the capacity of
the Harbour Master and the able co-operation
of his assistants. The saying that a good
workman does not complain of his tools
contains a patent fallacy, for it is beyond
question that only under the best conditions
can the best work be accomplished. The
old offices were dingy, cramped and un-
suitable; they were a standing reflection
on the niggardliness of the Colony,
especially when it was taken into considera-
tion that minor departments were housed in
palatial buildings, with every modern con-
venience at hand and every facility provided
for the quick despatch of business. Not-
withstanding all drawbacks, however, the
past now so worthily held by the Hon.
Captain Barnes-Lawrence, K.C., and the staff
succeeded in dealing with the multifarious
duties of the Department in a manner which
secured complete approval of those who had
business with the shipping office. There may
have been occasional hitches—that must have
been practically inevitable; but they did not
come to the notice of the general body of
shipping men, and certainly were unknown
to the public of Hongkong. The new build-
ing is by no means a pretentious structure,
but doubtless it will suffice; at least it is a
vast improvement on the old offices. One
of the features of the Harbour Master's in-
troductory address at the opening ceremony,
yesterday, was the evidence it afforded of the
unanimity of interests which exists between
the head of the Department and the staff.
So seldom is it that the chief of a Govern-
ment office recognises the valuable assist-
ance rendered by tried and capable assist-
ants, that the speech delivered by Captain
Barnes-Lawrence becomes all the more note-
worthy. The generosity of the Harbour
Master in this respect is only equalled by his
modesty in matters concerning his personal
work towards the development of the port.
Captain Barnes-Lawrence stated that when
the present Governor arrived in the Colony,
"the life blood of the harbour office was
gradually ebbing away. The older officials
were being pensioned off and there was
difficulty in getting men to come forward to
enlist in the services of the harbour office on
account of the stagnation in promotion and
the difficulties in connection with salaries."
Accordingly, an investigation was made, and
a new system of promoting and rewarding
old and proved officials was brought into
force, with the result that the Harbour
Master could declare, with some pride, that
the services of two officials who had 34
and 36 years' record, respectively, at their
credit had been retained to the advantage
of the Department and the bene-
fit of the shipping community. There
can be no doubt regarding the wisdom
of retaining in harness men of long ex-
perience and wide local knowledge. Har-
bour Masters come and go, here to-day and
at the ends of the earth to-morrow. No
matter how energetic, self-sacrificing and
gifted the head of a department may be, he
cannot fail to have recourse to his assistants,
who have spent long years in the service,
for advice and suggestions. To particularise,
Mr. Botelho, the chief clerk, has become ac-
quainted with the endless forms and methods
of the Harbour Office, after an experi-

ence of over 30 years such as no Harbour
Master could acquire during the period of
his command. He is brimful of precedents
and processes; the routine of the Depart-
ment is at the ends of his fingers; he is a
living encyclopaedia of local nautical affairs
from the official standpoint. With equal
truth our remarks apply to Mr. A. P.
Guterres, deputy superintendent, Mercan-
tile Marine Office. In these circumstances,
it is a wise Government which seeks,
by a judicious system of reward for
faithful work done, to retain the ser-
vices of such worthy officials on the
staff. Without the assistance which such
officials can afford, the chief of a de-
partment would necessarily be at a dis-
advantage in the conduct of his office, and,
what is more, the lengthened period of active
duty gives force and authority to the advice
rendered by such officials. The services
of the chief clerk of the Harbour Office must,
therefore, be invaluable to the Department,
and his knowledge must greatly facilitate the
business of the office, and in no small mea-
sure relieve the Harbour Master of such
onerous work, which he would otherwise be
compelled to supervise personally or delegate
to incompetent or at least inexperienced
hands. It is gratifying to note that the Gov-
ernment recognises this fact, but it is still
more gratifying to observe that a high official
does not hesitate to express his appreciation
of the assistance rendered by the principal
members of his staff. Captain Barnes-
Lawrence, in this respect, has set an example,
which should be a light and a beacon to
other departmental heads, for it is manifestly
obvious that a public recognition of the con-
scientious labourer will conduce to increased
efforts on the part of the individual members
of the staff—the subordinates who are too
often hidden away in cellar-like seclusion
when praise is abroad—to secure the effi-
ciency of the department with which they
are connected. Probably the secret
of the smooth working of the Harbour
Office lies in the appreciative attitude of
Captain Barnes-Lawrence towards his juniors.
It is so seldom that the suggestion of a com-
plaint is heard against the Harbour Office
that when one does arise it is seized upon
with avidity. Captain Barnes-Lawrence has
a long and varied experience in official
spheres. He has been active service in every
part of the world, occupied a position in the
Naval Intelligence Department, and before
coming to Hongkong was Captain of the Port
of Gibraltar. His wide range of duties ad-
mirably fitted him to deal with the manifold
nationalities are perpetually in a state of
armed neutrality. He has secured the esteem
and confidence of shippers and seafaring
men by reason of his absolute fairness and
the high principles which guide his conduct
in departmental work as well as in private
life. Hongkong became the premier port in
the world since Captain Barnes-Lawrence
took command of the Harbour Office, and
it is certain that every effort will be made by
him and his staff to maintain that position,
in which they will be greatly helped by the
acquisition of their new and more com-
modious offices which were opened under
such agreeable and felicitous conditions.

BANGKOK APPEALS.

THE NEW ORDER IN COUNCIL.

In connection with the new Order in Council
to which we referred in our editorial columns
the other day, the *Bangkok Times* in a leading
article says: "In view of the opinions expressed
by the doyen of the local bar in an interview
on the subject of the new British Order in
Council, it is of interest to find in a Hongkong
paper just to hand an article on one of the chief
points of interest in this new Order. In regard
to appeals from the British Judge, the practice
in Bangkok is, under the Order in Council
1906, assimilated to the practice in Hongkong
and Shanghai. On the face of it, to compel a
Judge to sit on appeal and revise his own judg-
ments is an unsatisfactory procedure. But we
had never before seen any expression of dis-
satisfaction with the system, in the Hongkong
or Shanghai Press; and it seemed reasonable
to conclude that in practice the system did give
general satisfaction. The *Hongkong Telegraph*,
however, submits that this system as it obtains
in Hongkong is "entirely unsatisfactory to all
concerned." Moreover, compared with Bang-
kok, Hongkong is a big community, and as a
rule there can be no tendency there for a Judge
to be affected by local conditions, while that
must be more difficult to secure in Bangkok.
The British community here will have, however,
to make the best of it, and it will be interesting
to see how the new method works out in
practice.

UNREST IN KIANGSI PROVINCE.

The Shanghai mandarins have received tele-
graphic news from Nanchang that an in-
surrection has broken out in the district of
Heinchiang, Juichow prefecture, in Kiangsi,
and that Mr. Hu Wei-hien, the district magis-
trate of that city, assisted by a battalion of
troops under Lieutenant-Colonel Chen Chia-
tang, is engaged in restoring order. The
district magistrate, Mr. Hu Wei-hien, is a
younger brother of H. E. Hu Wei-hien, the
present Chinese Minister at St. Petersburg, and
speaks and writes English quite fairly.
Another telegraphic dispatch, dated from
Chianfu, a prefectural city of the same province,
reports an uprising amongst the inhabitants
there, due to the harsh behaviour of the col-
lectors of the rice tax, which had been in
progress for the past two years.—*N. C. D. News.*

LOCAL AND GENERAL.

JAPAN is making extensive purchases of flour
to supply the shortage in the rice crop.

In a *Gazette Extraordinary* issued this after-
noon the Governor has proclaimed Manila a
port at which an infectious or contagious
disease prevails.

RETURN of visitors to the City Hall Library
and Museum for the week ending the 15th
July, 1906:—Library, non-Chinese 268; Chinese
151. Total 419. Museum, non-Chinese 184;
Chinese 2,579. Total 2,763.

For snatching a jacket from a passenger on
board the s.s. *Stankow* early this morning, a
coolie was this morning sentenced by Mr.
H. H. J. Gompertz to "fourteen days' hard
labour and six hours' stocks."

THE coxswain of the steam launch *Hut Chu*
came before the Police Court again to-day.
On this occasion he was charged with carrying
sixteen passengers in excess, on the 11th
instant. A fine of \$30 was imposed.

Mr. A. M. Currie has arrived from Tientsin
to take up the duties of shipping manager of the
Chinese Engineering and Mining Co., Ltd., at
Shanghai. "Tientsin papers to hand state that
Mr. Currie had a most cordial send-off and is
followed South by many good wishes."

LAU U, an unemployed engineer, residing at
No. 34, Star Street, Wanchai, was sentenced by
Mr. H. H. J. Gompertz to six weeks' hard
labour and six hours' stocks this morning for
breaching open the trunk of another engineer
and stealing \$15 worth of clothing, yesterday.

ON page 7 of this issue we re-
produce the concluding portion of the report of the
extraordinary meeting of the Wei-haiwei Gold
Mining Co., Ltd. An article by Mr. Howard
Evans on the forthcoming International Con-
ference on Disarmament is printed on page 3.

THE case in which a cargo-boat owner was
charged with being in possession of two bags
of refined sugar, valued at \$102, was con-
tinued at the Police Court to-day, before Mr.
Gompertz. The evidence was, in his Wor-
ship's opinion, insufficient to convict, and the
defendant was discharged.

THE great floating drydock *Dewey*, towed by
the tugs *Glacier*, *Cesar* and *Brutus*, entered
Subig Bay at daylight on the 16th inst. The
tug *Glacier* was in the lead. The *Dewey*
was towed to a position in front of the town
of Olango. On the following day she
was towed to her anchorage in the inner har-
bour, and will be not far from shore. The
drydock is in excellent condition, and is hope
the worse for her long and hazardous trip.

THE C. M. S. *Kiangyung*, which arrived at
Shanghai from River ports on 9th inst., reports:
At 3 a.m. on the 5th instant, when off Leiqing
sighted a capsized sampan. Stopped and hoisted
life-boats, but missed. Launched a boat and
rescued a man, a woman, and a child, and
carried them to Hankow. Their story was
that their junk capsized, when on a journey
from Wong-shih-kong to Kueikung with a cargo
of opium. A boy, aged six years, was drowned.

Mr. J. H. Kemp, who has been on leave in
England, during which he was called to the
Bar, returned to-day to the Colony, by the Im-
perial German Mail s.s. *Prinz Regent Luitpold*.
He relieves Mr. J. W. Lee-Jones, as Deputy
Registrar at the Supreme Court, who, after
13 years of arduous labour in that position, is
going on three months' well-earned leave,
which he will spend in Japan, in the salubrious
climate of which he trusts he will, while spend-
ing a pleasant holiday, recuperate his health.
This while welcoming the incoming we may
also welcome the parting "guest."

ANOTHER Chinese Volunteer Corps, the
M. D. News understands, is being organised
and drilled in the Chinese suburbs. The
organisation is the same as the one which
palled the streets of the Settlement on Sun-
day, namely, the members are all connected
with trade and belong to Chinese mercantile
houses and shops in the Chinese suburbs, of
old Shanghai. When the two corps have
been drilled to a certain degree of perfection
this is to be, we learn, a grand parade, and
it will be joint drills of the two volunteer
corps. Where and when these are to take
place is at present uncertain.

MR. H. P. E. Parker, of the 129th Baluchis,
predeceased against two Indians, before Mr. H.
Gompertz, at the Magistracy this morn-
ing, absented themselves from complain-
ance, without leave, on Monday. Com-
pelt said that one of the defendants was his
sythe the other was also a syce, but in the ser-
vice a brother-officer who was on leave, and
plaintiff had charge of the other's horse,
the second syce was also employed by him.
Defendants were at work on Sunday night
but on Monday morning and were not
checked until last night. Complainant paid
damns a wage of \$12 each per month, and
believed they obtained a better job at some
factory. His Worship fined each de-
fendant \$10.

Some time past a number of petty lar-
cens have been going on at "Beaconsfield
Ae," but the thief could not be detected.
Accompanied in that block have suffered more
thoroughly at the hand of the thief. Two
picture frames containing post-cards, and
were left outside the door, mysteriously
vanished some time ago and since then a con-
tinual watch has been kept, with the result that
the man was arrested on Monday night trying
to carry away another picture frame of post-
cards. This man—To Yau—was alleged to
be one of the other frames. On being placed
before Mr. F. A. Hazeland, at the Magistracy,
charged by Messrs. Sayce and Company, he
was sentenced to six weeks' hard
labour and six hours' stocks.

THE majority of the schools in this Colony
are now enjoying one month's "midsummer
holidays," and the children are reveling in this
recognized period of *dolce far niente*.

THE coxswain of the steam launch *Bismarck*
was summoned by the Water Police this
morning, for dumping rubbish into the harbour
on the 11th instant. A fine of \$10 was im-
posed.

OUR correspondent at Canton states that
\$64,000 has been paid to the treasurer of the
American Presbyterian Mission at Canton, by
the Chinese authorities, towards the Lien-chau
indemnity claim.

THE Chief Justice's staircase at the Supremo
Court is "closed for repairs"; it has been found
to be riddled by swarms of white ants, and
coolies are now strenuously occupied in pulling
the whole staircase to pieces to eradicate the
dangerous pests. It is feared that white ants
may be found in other parts of the building
wherein there is a considerable amount of
woodwork for them to operate upon.

AUTHORITY, says the *Manila Cablenews*, has
been received by the division quartermaster
from the war department, to advertise for bids
for repairs on the transport *McClellan*. An
examination of the machinery found it to be
in very bad shape. A definite estimate of the
repairs needed will be reported upon and it is
expected that advertisements for the bids will
be placed in a few days. Experts who have
examined the machinery of the *McClellan*
claim that it will be necessary to equip the
boat with new furnaces. This feature of the
repairs alone will amount to the neighbour-
hood of \$65,000. It is hardly probable that
the vessel can be repaired in Manila and in
that case the transport will have to be sent to
Hongkong.

REFERRING to the award made by the Arbitra-
tion Board appointed in connection with
expropriation of Tanjong Pagar Docks, the
Strait Times says:—The award, \$27,929.177,
is about a third of the amount claimed by the
Dock Company's shareholders; it may or may
not include the price paid for the surplus lands,
but certainly does not include the dividend for
the half-year ended the 30th of June, 1905,
which was large, and for which the Govern-
ment declined to hold themselves liable to
that extent. The question was referred to a
separate arbitration. Well, are the shareholders
satisfied? We think the Government are by
no means satisfied with their bargain; and
would be glad to have got quit of it. However,
there is the award, and the matter is settled.

THE Chinese opium smuggler is nothing if
not resourceful, observes the *Bangkok Times*.
There came from Hongkong to Bangkok, by
the s.s. *Zosok* the other day a Chinaman whose
principal luggage consisted of a signboard of
portentous size and weight. Never before was
such a signboard brought to Bangkok. The
signboard was found and admired it, dis-
cussing it from every point of view. They
went so far as to bore a small hole in it, and
this led them to obtain other tools, with the
result that it was found not to be of solid wood,
but of thin boards back and front, cunningly
joined to a square frame. The interior was
hollow, and filled with flat tins all containing
opium. The owner of the sign was then
arrested.

WE are courteously informed by the local
agent of the Pacific Mail S.S. Company that
the s.s. *Korea* was nine days late in leaving
San Francisco, the delay in leaving being due
to the strike. Leaving San Francisco on June
20th at 2.30 p.m. she made the run to this port
via Honolulu, Yokohama, Kobe, Nagasaki,
and Shanghai, arriving here on Sunday at
2.15 p.m., being thus, but one day behind her
scheduled time for arriving. She made the trip
in exactly 21 days, 6 hours and 59 minutes,
but of this 4 days, 5 hours and 15 minutes
were spent in the ports mentioned en route, so
that her actual steaming was 20 days, 4 hours,
and 44 minutes; an average of 16 knots an
hour being kept up throughout the entire dis-
tance across the Pacific. This is a remarkable
record, and with such a record before them,
the Pacific Mail S.S. Company need have nothing
to fear from strikes, and strikes' delays in future.

LAND COURT APPEAL.

In Appellate Jurisdiction this morning,
before the Full Bench, consisting of their
Honours Sir Francis Pigott, Chief Justice,
and Mr. A. G. Wise, Puisne Judge, the appeal
heard in the matter of the claim of To King to
land in the New Territory, known as claim S.
Survey District No. 2, and in the matter of the
New Territories Land Court Ordinance, 1900
to 1904.

Hon. Sir Henry Berkeley, K.C., Attorney
General, instructed by Mr. F. H. L. Bowley, of
Messrs. Denny and Bowley, Crown Solicitors,
appeared for the Crown Appellant, To King,
not being present either in person or by re-
presentation. The Honourable the Attorney
General said this was an application for leave
to appeal on behalf of the Crown against the
decision and award of the Land Court in the
matter of To King's claim. The respondent
was not present, and probably would not come.

The Puisne Judge: Oh! we'll never see him.

After quoting the law on the subject the
Hon. the Attorney General asked that his appli-
cation be granted, and the order was given
accordingly.

The Full Court then adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 17th at 11.55 a. The barometer has
risen in Japan, and fallen over China, Formosa
and the Philippines.
The depression in the Pacific to the NE. of
Luzon is still indicated.
An area of high pressure lies to the E. of
Japan.
Moderate E. winds are indicated in the For-
mosa Channel, and moderate variable winds
over the N. part of the China Sea.
Forecast:—Light variable winds; fair.

E L E G R A M.

"HONGKONG TELEGRAPH"
SERVICE.

NEW JAPANESE WARSHIPS.

ARRIVAL AT SINGAPORE.

[From Our Own Correspondent.]

Singapore, 17th July,
2.55 p.m.

The new Japanese warships *Ka-
shima* and *Katore* have been sighted
and are expected to arrive here in
the course of the day.

JULY CRIMINAL SESSIONS.

THE CALENDAR.

A notification has been issued from the
office of the Registrar of the Supreme Court,
informing gentlemen who have been summoned
to attend for service on the Jury at the Criminal
Sessions to-morrow (Wednesday), that they will
not be required to attend until Thursday, the
19th inst., at 10 a.m.

SINGAPORE DOCKS AWARD.

SHAREHOLDERS SATISFIED.

From the *Singapore Free Press*, of 7th
inst., we clip the following:—A telegram
was received in Singapore this morning
by the Honourable H. Fort stating that
the arbitrators had fixed the price of the
Tanjong Pagar award at \$27,929.177. The
price to be paid to the London Consulting
Committee for retiring them and doing away
with their London office is £6,919, extras
\$48,937.

On the shareholders learning these figures
general satisfaction was expressed.
Mr. Fort in a short interview remarked that
the award worked out excellently for the share-
holders, but not particularly well for the
Government; but added that considering the
matter from the point of view of what the
shareholders had originally asked, and thought
they might get, the figure was not so satisfac-
tory for them.

This works out at \$755 per share.
The following telegram has been received
from the Secretary of State for the Colonies,
and is forwarded to us by courtesy of the
Colonial Secretary:—

The following is the Umpire's Award:—

- A. \$27,929.177—For Company's Under-
- \$351,354.31 cents—For land for Rail-
way Extension to Docks; see Sched-
ule D of Report of Tomlinson and
Maclaren.
- B. £220.10.0—For Annuity to Fraser.
- C. £6,912.4.5—For compensation to Lon-
don Committee.
- D. \$18,937—For cost of Reinvestment.
- E. \$18,937—For cost of liquidation.

The announcement we are enabled to make
to-day writes "finis" for all practical purposes
to the history of one of the most interesting,
we had almost said romantic, enterprises, Singa-
pore has ever seen. To write a history of
Tanjong Pagar Docks would mean writing the
story of the progress and characteristics of Singa-
pore for not far short of half a century, and
the detailing of the careers of half the men
who in those near, yet far off, days were the
merchant princes of their time, and the
founders of much of our trade. The Tanjong
Pagar docks scheme was evolved in the days
of old Jan Kumpun, but six short years after
the Indian Mutiny, when Singapore held many
an expatriated Sepoy, and six years before the
opening of the Suez Canal was to bring to the
East the first ripples of that flood of commerce
which has since lapped the coast line from
Bombay to Nagasaki and far away Vladivostok.

In those days Colonel Collyer had ideas of
a deep water pier running out far enough to
give seventeen feet depth to boats berthing
alongside, and it is this notion which was said
to have inspired a number of merchants in 1863
to start a docking business. It would be be-
yond the scope of these remarks to refer at
length to the dock fiasco at Palo Brani or the
old Hon Accord basin, so it suffices to say that
in the year there was issued a prospectus of a
company whose capital was to be one hundred
and twenty thousand of the dollars, which then
soared in the region of four shillings.
be of some interest to give the names of these
early believers in the port, since no single one
of them is here to-day. They were Scott,
Cramer, Davidson, Gilfillan, Harrison, Tan
Kim Ching, Lalla, and Wilson. Three years
have barely passed when we find the capital
increased to six hundred thousand
dollars, and the subsequent additions to the
company's resources will be within the knowl-
edge of all who have followed the more recent
movements of the Company.

Of the many notable events which happened
during the life of the company we mention only
two, the great fire which in 1877 caused much
anxiety as to the fate of the buildings, and the
acquisition of the New Harbour property for
a million dollars in the early 'nineties.
Twenty years ago the shares were quoted at
\$169, ten years later at \$335. In 1899 the
Company had a practical monopoly of all dock-
ing facilities, but in 1901 shares were obtainable
at \$295, after having been halved in nominal
value. They opened in 1904, which was to be
a very fateful year, at \$300, sank in March to
\$250, and after the resignation of Mr. Anderson
and his famous indictment of the company and
its methods, went down to \$240. This was
about low water for them, though they stood in
the second week of December, 1904, at \$232.
Then came a rise and the figure went rapidly
from \$240 to \$300 in a week, and then to \$375
in the first few days of 1905. In February,
however, the scheme of the Colonial Secretary
for the improvements to be effected, was
published, and shares fell to \$340, perhaps in
consequence, though it may be noted that the
announcement in December, 1904, that Govern-
ment intended to expropriate, was probably the
cause of the rise from \$300 to \$375. Prices
hung about the \$340 mark during the early part
of year, but when the expropriation bill passed
its second reading in Council, the figure rose to
\$380, went back ten, and then steadily rose till
in September it stood at the figure \$500. In
October, a week before the Arbitration opened
the price fell to \$470, some weak-kneed ones
evidently getting a little fearful, but it was soon
run up again, and has with temporary depres-
sion remained at the highest figure.
After the meeting at which the accounts were
called in question, there was a tendency to drop
and the shares went down to \$470, buyers, but
the market soon recovered tone, and those who
held out at \$500 are now in a position to thank
themselves for their speculative instincts.

TELEGRAMS.

[Reuter's.]

Eton and Harrow.

LONDON, 15th July.

Eton won the cricket match by four wickets.

The Russian Duma.

The Duma has decided to send six Deputies to an inter-Parliamentary conference in London.

Canada and Japan.

The treaty between Canada and Japan has been ratified.
The treaty gives material trade advantages to Canada.

Russia.

Drunken peasants are terribly devastating the province of Veronezh: burning chateaux, killing cattle, and destroying the crops.
The landowners are fleeing.

[N. C. D. News]

Precautions at Seoul.

Tokio, 17th July.

Tickets of admission to the palace at Seoul are to be issuable only through the Japanese police advisory staff.

The Opening of Manchuria.

Tokio, 17th July.

The *Japan Gazette* says that the Shanghai petition to the Diplomatic Body in regard to the opening of Manchuria is unsatisfied.

The Revolutionary Movement in Russia.

Tokio, 17th July.

The whole garrison at Tarnopol (U) has mutinied. Many officers were killed.

Riots in Brazil.

Tokio, 17th July.

A sensation has been caused in America in connection with the bloody riots at the Cananea mine during June. It has transpired that these were due to the instigation of Wall Street operators attempting to 'beat' the copper stock.

An Accident on the Korean Frontier.

Tokio, 17th July.

An engineering officer and men engaged in bridging the Tumen river were swept away by a torrent together with their bridge.

THE CALDWAY HAY BLAZE.

PETROLEUM COMPANY SUMMONED.

At the Magistrate's this morning, before Mr. A. Hazledine, Messrs. Meyer and Company were summoned by the Police for discharging oil into the harbour, which was responsible for the recent fire in which a couple of sampans were destroyed.

Inspector Gourlay prosecuted for the police, and Mr. H. W. Lohr, of Messrs. Deacon, Looker and Deacon, appeared for the defendant firm.

On the charge being read Mr. Lohr pleaded guilty to it, adding that he was informed that it was necessary to have a quantity of water at the bottom of each tank. This water was drained off annually when the tanks got low, and this draining process has been going on for the last twelve or fourteen years, and without accident. On the last occasion, however, owing to the direction of the wind, and one or two other causes, the oil got driven towards some sampans which were breasting. In consequence of that some slight damage was done to the boats, but the damage would be compensated for. Messrs. Meyer and Company were at present taking precautions that no oil got into the harbour in the future.

Inspector Gourlay said that carelessness was mainly the cause of the fire, owing to the manager of the Petroleum works not watching the coolies while they were at work. Four inches of water was put into the tanks, and this underwent a survey once a year. Replying to a question from the Court, the inspector said he had visited the oil works since the blaze. There he learnt that the defendants were going to run a pipe out into deep water. Referring to the water which was drained just before the fire, Inspector Gourlay went on to say that it was well mixed with oil, for oil, about one inch thick, was floating in the harbour when he arrived at the scene of the fire. This was the first time that such a thing had happened at the oil works, and the speaker was understood to have said that the acting manager was not well acquainted with the work.

His Worship imposed a penalty of \$10, remarking that under the circumstances it would meet the case.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 19th inst.
American (*Coptic*) 23rd inst.
French (*Ernest Simons*) 23rd inst.
Indian (*Kutang*) 24th inst.
Canadian (*Empress of China*) 24th inst.
American (*America Maru*) 27th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Achilles* left Singapore on the evening of the 14th inst., and is due here on 19th inst.
The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Teucer* left Shanghai on the morning of the 17th inst., and is due here on 18th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 8 a.m., on 16th inst., and leaves again at 4 p.m., Tuesday, for Kobe, where she is due to arrive at 7 p.m., on 17th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 11 a.m., on 16th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m., on 17th inst.

THE "SAINAM" PIRACY.

MOTIVE OF THE CRIME.

PIRATES WHOSE MISSION FAILED.

By far the most interesting development of the *Sainam* piracy is contained in the statement which a Canton correspondent makes to-day, to the effect that the pirates were not after money as has been suggested, but were seeking to obtain possession of a large quantity of arms and ammunition which was being sent by the Chinese Government, per the *Sainam*, to be distributed to Government troops in the interior. According to the writer, the information of the pirates that arms and ammunition were to be put aboard was perfectly correct. How they obtained it is a mystery but their informants were certainly trustworthy agents. The point to be cleared up is whether the arms and ammunition were actually on board. Our correspondent says they were, and that the pirates got what they wanted. Naturally, it is very difficult to get information on the point, either corroborative of the story or the contrary. It is beyond doubt, however, that if the shipment was not actually made, the Chinese authorities had the intention of dispatching such warlike material into the interior for the purpose, we are led to understand, of suppressing the activity of certain malcontents.

A PIRACY FRUSTRATED.

An exceedingly interesting narrative has leaked out as the result of the *Sainam* affair. About a month ago, the commander of the steamer *Sainam*—Captain Black—which is engaged in the same trade, had a curious experience. The commander of the vessel in going his rounds had his suspicions aroused by the disreputable appearance to two evil-looking, blackguardly Chinamen. He made inquiries and found that they had come on board without any luggage whatsoever, and without passage tickets. The perspicacious commander called the Indian guards, who promptly led the men into the presence of Captain Black. They were cross-examined to no purpose. Then they were searched, when it was found that each was armed with a loaded revolver. They were at once put in irons, locked up in a cabin, and an armed sentry was placed outside in order to frustrate any attempt to escape. On arriving at Samshui the discovery was reported to the Customs officials at that port, and the men were handed into the custody of the Customs authorities. Inquiries were instituted and the prisoners advanced the excuse for being armed that they were soldiers of the provincial authorities. Although their unclean and unkempt aspect belied the truth of the assertion they had to be discharged for want of definite evidence to the contrary. It is still believed by Captain Black, however, that these men were members of a pirate gang—who were only waiting their opportunity to raid the steamer, and would have done so had it not been for the astuteness and quick-witted instincts of the commander. In shipping circles from which we have gathered the above absolutely authentic information the matter has been warmly discussed, and many are of the clear opinion that these two men were members of the gang which was responsible for the outrage on the *Sainam* the other day, and helped to plan the dastardly attack which resulted in the death of Dr. Macdonald.

ATTITUDE OF THE GOVERNMENT.

Comment is being freely made on the lukewarmness of the Hongkong Government over the *Sainam* affair. Shipping people hold that the Government should take action, but on the other hand it is pointed out that the *Sainam* showed negligence in failing to have a proper equipment of arms and ammunition to meet such an attack. The real remedy seems to lie with the owners of the *Sainam* and those who suffered at the hands of the pirates. It is for them to move the local Government to take action, and we hope that such representations will be made by those concerned as may enable the Government to recognise the affair officially.

IF IT HAD HAPPENED IN TSINGTAU.

If such a thing had happened in Tsingtau, remarked one shipmaster to-day, the pirates would have been captured on the very day the outrage occurred. In illustration of this idea, the shipmaster related how a case of house-breaking occurred in the German Colony and within a few minutes the perpetrator was in the hands of the police and punishment meted out to him very shortly afterwards. "It seems to me," said the same gentleman, "the Hongkong authorities are far too mild in dealing with malefactors from South China."

INDIAN GUARDS IN ACONY.

Although there was nothing in the outward appearance of the three Indian guards who landed yesterday in Hongkong to suggest that they were greatly suffering from the effects of the struggle with the pirates on the *Sainam*, it appears that they have been very badly injured indeed. One of the men had his nose blown off; another had his jaw smashed by bullets; while the third man was shot twice in the stomach. In the case of the latter, none of the bullets has yet been extracted. The man lies in a most critical

condition, and it is feared that he will eventually succumb to his injuries. All the men suffered agonies in the Hospital last night. They kept crying out in the intensity of their pain, although every attention was paid them by the nurses and doctors. This is all the more astonishing when it is recalled that yesterday afternoon the Indians, as they squatted on the upper deck of the *Hankow*, were absolutely quiescent, and one of them was even able to smile when questioned as to his injuries. But perhaps it was the reaction that set in last night, after the excitement of the previous three days.

THE VICTIMS IN HOSPITAL.

Inquiries were made at the Government Civil Hospital to-day regarding the condition of those who were wounded in the *Sainam* piracy. We were courteously informed that all the victims are getting on as favourably as could be expected. Captain Joslin was sitting out on the verandah this afternoon, enjoying a rest after the exciting experience he had last Friday. He is well on the way towards recovery, a fact that may in great measure be due to his stalwart frame and healthy condition, combined with his optimistic and cheery disposition. The Indians were stated to be in the same condition as they were on arrival yesterday afternoon. It was hardly to be expected, however, that there would be much change in them in the short space of 24 hours.

"BRITAIN, MISTRESS OF THE SEA?"

"TO THE EDITOR OF THE 'HONGKONG TELEGRAPH.'"
Dear Sir,—Since the publication of the sensational news concerning the *Sainam* piracy case, hundreds of Britishers have felt inclined to put a question after Britain's hard-earned title: "Mistress of the Sea," and, furthermore, are asking themselves the question: "Is the British Lion's tail no longer sensitive?" In the light of recent events one can hardly blame them for thus taking leave of their senses, neither can one laugh ironically at the man who vehemently declares that if the authorities would 'but lend him the *Mothers* for a few hours, he'd darned soon give the pirates their gruel! It is by no means pleasing to think that at a time when prompt action is absolutely necessary, those who should be up and doing their duty are tied hand and foot with coils of red tape, and are commanded to hold their souls in patience until a Mandarin of low degree is superseded by another with a more valuable handle to his name. Such shilly-shally business is warranted to exasperate an angel, and tempts the sober-minded journalist to dip their pens in vitriol. The British Admirals, who patrolled the coast of Southern China thirty or forty years ago were not accustomed to hang upon the word of a Mandarin; on the other hand, they hustled and hustled inspired the piratical bands with a wholesome dread of the "Foreign Devil," with the result that, in a short space of time, Cantonese pirates and others of that ilk took to oyster culture in preference to a trade which had suddenly grown distinctly precarious. Britons would live to see the living images of such strenuous naval men in command of the China Seas to-day, but I very much fear they will have to whistle loud and long for them. Our naval officers and men of the present time are all brave fellows, ready to go anywhere and do anything to protect their kith and kin, but they cannot take the law into their own hands as former centuries demands that the officer in command shall, before taking action in any matter whatsoever, await the advent of a gold-laced flunkey, who with a bit of pasteboard on a silver salver, shall present the same to the officer in command with the observation: "Sir, here are yer orders and here's me carid."

Now this kind of glove-hand policy makes Britain look ridiculous in the eyes of other nations, and converts the symbol of Britain's greatness, the lion rampant, into a sickly abortion with porcelain-filled teeth, rubber-clad claws, and a tail wrapped in cotton wool. To change all this, and who shall say a change is not needed? I respectfully suggest the installation of the Marconi system of telegraphy on board all steamers trading on the China coast. A competent official should be placed in charge with strict orders not to leave his post until the vessel reaches her destination. Should anything suspicious occur on board, or would-be pirates prove obstreperous, the official in question could immediately communicate with the nearest gunboat, and thus secure prompt and adequate relief. By establishing Marconi stations on land, and in the neighbourhood of those secluded coves and bays so much to be brought about the abolition of piracy in Chinese waters. I do not know whether such a scheme is practical, but I give the idea for what it may be worth. If the authorities think it feasible, then let them hasten to put it to the test, and give trembling Britons, twelve months hence, a chance to exclaim with pride, when they hear the word "Piracy" mentioned, "Thank God, we have changed all that!"—Yours faithfully,
HONGKONG, 17th July, 1906.

ARMS AND AMMUNITION

REPORTED CAPTURE BY THE PIRATES.

THE PROBABLE OBJECT OF THE ATTACK.

[From Our Own Correspondent.]

Canton, 16th July.
From further information which has come to hand, it appears that the leaders of the gang of pirates who attacked the *Sainam* had been apprised of the fact, through some outside source, that the Chinese Government had shipped some 98,000 rounds of ammunition and a large number of rifles on that vessel.

It is believed that the object of the attack was mainly to secure possession of the rifles and ammunition. If that were the case, the pirates were entirely successful. The munitions of war were found and carried off, together with all the booty that could be stowed away in the five junks.

CHINESE LOSSES.

Two wealthy Chinamen who were travelling by the *Sainam* were robbed to the extent of \$3,500, one having \$1,500 stolen from him, while the other lost \$1,000.

THE INDIAN GUARDS.

Three of the Indian guards, who were badly wounded by the pirates in an effort to resist the attack are reported to be recovering rapidly. The plucky fellow who was the first to be assaulted, to whose assistance Captain Joslin and the Rev. Dr. Macdonald proceeded, has had several bullets extracted from his jaw and is now doing well. The other Indians only received slight body wounds.

BRITISH GUNBOAT'S DESTINATION.

His Majesty's river gunboat *Robin* has left for the scene of the outrage.

THE LATE DR. MACDONALD.

The remains of the late Dr. R. J. Macdonald were placed on board the steamer *Nansing*, of the Hongkong, Canton and Macao Steamship Company's line, in order that the body may be interred at Wuchow. The Rev. Pope, of Canton, and Dr. Harry Anderson, of Faishan, accompanied the remains to Wuchow.

ALLEGED BRIBERY.

SANITARY BOARD FOREMAN ON TRIAL.

Rahem Bux, Indian foreman, in the employ of the Sanitary Board, who is alleged to have obtained from a contractor, of 9, Upper Rutter Street, on divers dates, \$730.37 as bribes, was charged on remand, at the Police Court this afternoon, before Mr. F. A. Hazledine.

Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, (Crown solicitors) prosecuted while Mr. C. F. Dixon, in the office of Mr. John Hastings, represented defendant. Chief Detective Inspector Hanson and Dr. Pearce, P.M.O.H., watched the case for their respective departments.

Mr. Bowley, in outlining the facts of the case, said that defendant was a servant employed by the Sanitary Board, as watchman on the Peak district, and his duties were to supervise the work of the conservancy and scavenging contractors. The defendant accepted bribes on thirty-two different occasions—the earliest date being on October 4th, 1905, and the latest on 8th July, 1906. Mr. Bowley said he would prove that on October 1st, 1905, a new sub-contractor—Im Sung, by name—was engaged by the conservancy contractor for conservancy work at the Peak. On that day the sub-contractor went and saw defendant at his quarters on the Peak. After they had a preliminary conversation defendant said: "So you have taken over the conservancy contract?" The contractor replied in the affirmative and defendant informed him that whatever contractor took the job, he (defendant) must be paid \$10 a month. The complainant demurred at first, but ultimately acquiesced, and from books, which would be produced, the Court would see that the \$10 was paid each month by instalments. Hearing that the Sanitary Commission now sitting had seized the books of several contractors, complainant became afraid that the payments to defendant would become known and so did not pay any more. Then the accused started to threaten him. Mr. Bowley went on to say that from the time—October last—that complainant took over the contract for the Peak work defendant never had him or his *fojis* charged for neglecting to do their work satisfactorily, but on 5th July—when he found his money stopped—defendant had two of complainant's *fojis* charged for depositing night soil in drains and they were convicted. The circumstances became known to the police and a trap was laid for the accused. On Sunday, 8th July, the "trap" was sprung. The accused was charged with four \$10 banknotes, the numbers of which had previously been recorded by the police. The contractor went down to await in Connaught Road Central—followed by a detective—and the defendant and the Chinaman were seen in conversation. At a given signal the detective arrested the defendant in charge, the latter was seen to take something out of his pocket and drop it in the street. It was the marked banknotes. The defendant was then taken to the Station.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$830, Unions \$310, Hongkong Fines \$124, China Fines \$38, H.K. & C. M. Steamboats \$27, Douglas's \$43, Kowloon Wharf \$10, Hongkong Wharfs \$15, 224, Hongkong Lands \$113, Humphreys \$14, China-Bornes \$74, China Provident \$9, Tramways \$215, 125-240, China Traders \$102, Union-China Trade Certificate \$191 sales and buyers.

Sellers:—Canton Insurances \$340, China-Manila \$30, China Sugars \$150, Hongkong Stocks \$148, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$29, Wastons \$13.
Nominal:—National Banks \$17, Shell Transport \$27, C. A. Raubs \$34, Shanghai Dockers \$15, 100, West Point \$52, Dairy Farms \$10, Cements \$28, China Light and Power \$10, Pirelli, \$14.
Sales:—Indos \$70.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T. 2 1/16
Do. demand 2 1/8
Do. 4 months sight 2 1/8
France-Bank T.T. 2 1/8
America-Bank T.T. 2 1/8
Germany-Bank T.T. 2 1/8
India T.T. 2 1/8
Do. demand 2 1/8
Hankow-Bank T.T. 2 1/8
Singapore T.T. 2 1/8
Japan-Bank T.T. 2 1/8
Yokohama-Bank T.T. 2 1/8
Do. demand 2 1/8

Buying.

4 months sight L/C 2 1/16
6 months sight L/C 2 1/16
30 days sight San Francisco & New York 52
30 days sight do. 52
30 days sight Sydney and Melbourne 7 1/2
30 days sight France 7 1/2
6 months sight do. 7 1/2
4 months sight Germany 30 7/16
Bank of England rate 31 1/2
Sovereigns 9 3/8

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 90/90
Do. Old 90/100
Do. Oldest 90/100
Patna New 89 1/2
Do. Old 89 1/2
Benares New 89 1/2
Do. Old 89 1/2
Purina (Paper) 89 1/2

DEATH OF STOKER CONLAN.

IN THE NAVAL YARD.

Leading Stoker Conlan, of the Kowloon Torpedo Depot, died at 8.25 o'clock last night in the surgery, in the Naval Yard, from sunstroke.

From what we can gather it appeared that Conlan, who was at work on a torpedo-boat during the earlier part of yesterday morning, was later sent on duty in the Naval Yard. At 3.15 p.m., Conlan with other sailors were engaged in loading a cart with wire rope. After that deceased got between the shafts to pull the cart to the wharf when he was suddenly seen to fall. He was picked up unconscious and removed to the surgery, from where doctors were called. Two local medical practitioners, the *Tamara*'s doctors, and several orderlies attended to Conlan, but he never regained consciousness and died a few hours later.

It was also said that, owing to the amount of work that had to be done deceased had no time to return to Kowloon yesterday for tiffin and he went without any.

To-day's Advertisements.

NOTICE.

WANTED for the Land Survey Branch of the Public Works Department a LAND SURVEYOR with good qualifications. Engagement to be temporary and terminable at a month's notice. Salary £20 a month. Applications to be made to the Hon. Director of Public Works.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 17th July, 1906. [739]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 18th July, 1906, at Noon, at Fraya East Hotel, Wanchai, THE GOODS AND CHATTELS of the above-named Hotel.

TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 17th July, 1906. [740]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that GUSTAV BOEHM, of Offenbach-on-main, Germany, petitioner, has, on the 28th day of June, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—

1. The head of a lady wearing flowers in her hair, and surrounded by a frame with a floral decoration.
2. The head of a lady with a floral decoration surrounded by a fancy border.
3. A tree surrounded by a garland and a wreath with the hong name of the applicant in Chinese characters (圖本);

in the name of GUSTAV BOEHM, who claims to be the sole proprietor thereof.
The Trade Marks have been used by the applicant in respect of the following goods:—Perfumery, Toilet Soap and Powder in Class 48.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 16th day of July, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE CHINA EXPORT IMPORT AND BANK CIE., of Victoria, Hongkong, and other places, Merchants, have on the 20th day of June, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—

(1) The representation of a Minotaur and the word "Minotaurus";
(2) The word "Kasinat" in the name of THE CHINA EXPORT IMPORT AND BANK CIE., who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—

A substance called "Kasinat" being an animal agglutinant used for mixing paints, in Class 1.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 16th day of July, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

HONGKONG GYMKHANA CLUB.

THE Fourth Meeting of the Season will be held at the Happy Valley, on SATURDAY, the 21st inst., commencing at 4 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.
Hongkong, 17th July, 1906. [743]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 17th July, 1906. [744]

Intimations.

THE
ROBINSON PIANO
CO., LD.

MANUFACTURERS

AND
IMPORTERS
OF

HIGH-CLASS
PIANOS,
ORGANS

AND

Every Description

OF

MUSICAL
INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [138]

AUSTRALIAN
WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles \$15.00

Per Case 24 1/2 Bottles 16.00

"CAWARRA" HOCK

Per Case 12 Bottles \$15.00

Per Case 24 1/2 Bottles 16.00

FRENCH CLARETS.

	1 doz.	1/2 doz.	1/4 doz.
Vin Ordinaire.....	4.50	5.50	8.50
Cotes	5.00	6.00	9.00
Medoc	5.50	6.50	9.50
St. Emilion.....	6.50	7.50	10.50
Margaux	7.00	8.00	11.00
St. Julien.....	8.00	9.00	12.00
St. Estephe.....	10.00	11.00	14.00
Cos St. Michel ..	12.50	13.50	16.50
Ch. Leoville	13.00	14.00	17.00
Ch. Larose	13.00	14.00	17.00

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

PAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE:

OUTWARD.		
FROM.	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELENACHUS"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"CHING WO"	23rd "
GLASGOW and LIVERPOOL	"ANJENOR"	30th "
GLASGOW and LIVERPOOL	"CYCLOPS"	6th August.
GLASGOW and LIVERPOOL	"HELLESPONT"	13th "
GLASGOW and LIVERPOOL	"KINTUCK"	20th "

HOMeward.		
FROM.	STEAMERS	DATE
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
GENOA, MARSEILLES & L'POOL	"TEUCER"	24th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	7th August.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	14th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	21st "
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	28th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.		
FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	17th July.
	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR		
STEAMERS	TO SAIL	
KOBE	"SHANSI"	18th July.
CEBU and ILOILO	"KAIFONG"	18th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "
NINGPO and SHANGHAI	"SHAOSING"	20th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	24th "
MANILA	"TAMING"	24th "
KOBE	"TAIYUAN"	25th "

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th July, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 21st July, at Noon.
ZAFIRO	2540	R. Rodger		SATURDAY, 28th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th July, 1906.

HONGKONG—NEW YORK.



AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

"JOHN HARDIE".....20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

-Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS.	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

HOMeward.

STEAMERS	DESTINATIONS.	TO SAIL
SCHWARZBURG	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO.)	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO.)	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO.)	21st August.
SILESIA	NAPLES, HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO.)	4th Sept.
SCANDIA	NAPLES, HAVRE and HAMBURG. via SINGAPORE, PENANG AND COLOMBO	18th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHEINIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre, and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
KOWLOON	KOBE AND YOKOHAMA	18th July, at 3 P.M. Freight and Passengers.
ITHAKA	SHANGHAI AND CHINKIANG	To follow.
LYDIA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WADIVOSTOK	End of July. Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

Freight and Passage apply to

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

Hongkong, 16th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"CHOYSANG"	THURSDAY, 19th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"FOOKSANG"	THURSDAY, 19th July, 4 P.M.
TIENTSIN	"CHIHSHING"	FRIDAY, 20th July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 20th July, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meizenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisser	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)
The Steamship

"EMPIRE,"

Captain St. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

The Steamship

"JESERIC"

Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906.

Consignees.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SAMBIA"

Captain O. Müller, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd July, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 16th July, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 22nd instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognised if not presented
within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 16th July, 1906.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "FOXLEY,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
all Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th July, at 3 P.M.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 19th July, will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
21st July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 13th July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Marmora."
From Australia, ex S.S. "Moldavia."
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1906.

NOTICE TO CONSIGNEES.

STEAMSHIP "MORTLAKE,"

FROM SAMARANG, SOERABAYA, PAN-
ROKAN AND CHERIBON.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th July, 1906.

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE

CONCERT

will be held on the

VOLUNTEER PARADE GROUND,

on

SATURDAY, July 21st, at 9.15 P.M.

Tickets: (Price \$2 and \$1)

Can be obtained from Volunteer Head Quarters

(near Hongkong Club) and from the

Robinson Piano Company.

Hongkong, 14th July, 1906.

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLERS PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

WEIRAWAY GOLD MINING CO., LD.

(Continued from Saturday.)

Mr. Taylor continued that the company was reconstructed and so far they had spent another \$4 a share on the new development. Now Mr. Verschell's work had been really the only useful development work which had been done, and he showed them that they really had a mine; showed them where the ore was, and so far the further the mine development proceeded the better results. In the last assays taken from the 30-foot level some worked out at something over \$10 per ton and some at over \$12 per ton. The fact was they had not been able to take much ore from the No. 3 shaft, where the best ore was found at present, and it was simply because the ore was not sufficiently blocked out in that direction. The consequence was that the ore which they had been putting through the mine was not the best ore, but might be taken as a very fair average. At present they could not pay expenses because they only got considerably less than half the value of their concentrates. If they could smelt themselves and double the number of stamps, the situation would be very different. The only question was: What could they do? They would remember that when they reconstructed the company Mr. Duff told them that if they spent \$15,000 for about six or seven months, they would then be in a position to run their mill. But that proved altogether wrong. They would also remember that when Mr. Verschell left them he also reported that he considered that when the mill began to run they would be able to clear expenses. That also was fabulous. It was no use thinking of raising another \$20,000 or \$30,000 amongst themselves. If this mine was to pay it would be run upon really adequate capital. So far as Mr. Cole advised them they wanted \$30,000, and the question was how that could be raised. His own opinion was that the only way it could be raised was to construct a new company to buy over this company and to start afresh. He proposed that a new company be formed to take over all the property and claims of the old company, with a capital of \$1,000,000. The price to be paid to the old company was to be \$15 a share, and the new company was to be a thoroughly sound paying basis by an expenditure of \$300,000, which should be sufficient to double the number of stamps, erect a crushing or smelting plant, push on development sufficiently to supply the mill with 160 tons of ore a day, and test the mine completely with a diamond drill. The capital to be distributed as follows:

27,314 fully paid share to vendors	\$273,140
72,686 shares: First call of	\$218,058
Second call of \$2	145,372
Cash required	\$633,430
Leaving to be called up for development	363,430
Other claims, etc.	\$1,000,000

Dividends payable on 616,570

The following returns were calculated on actual results obtained since the mill was started this Spring. The bullion from the plates realized a fraction over \$1 per ton of ore. About 18 tons of ore yielded 1 ton of concentrates valued at G. 56s. The ore improved with depth of working, and what had hitherto been put through the mill was believed to be below the average value. The estimated returns, therefore, were reliable. If the present Company had the necessary equipment for treating its concentrates it would make a profit even without doubling the stamps. Returns from Osaka and San Francisco confirmed the correctness of the mine assays. Present expenses did not exceed \$12,500 per month, and doubling the stamps should increase them by one-third. To be on the safe side and to allow for treatment of concentrates, they were estimated at \$20,000 a month.

Shipping.

Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 16th July, from Manila, 14th July, Gen.—S. T. & Co.

Choyang, Br. s.s., 1,474, A. E. Sandbach, 16th July, from Shanghai and Swatow 11th July, Gen.—J. M. & Co.

Hue, Fr. s.s., 700, Godinard, 18th July, from Haiphong and Hanoi 15th July, Gen.—A. R. M.

Knivseberg, Ger. s.s., 646, C. H. Jensen, 16th July, from Manila 13th July, Sugar, J. & Co.

Shoshu Maru, Jap. s.s., 1,801, T. Suruga, 16th July, from Kobe 7th July, Gen.—O. S. K.

Tsuru Maru, Jap. s.s., 1,500, K. Shimizu, 16th July, from Kuchinotsu 10th July, Coal, M. H. K.

Emma Lynden, Ger. s.s., 1,159, G. Conrad, 16th July, from Naurius 20th June, Sugar, Wing Sing & Co.

Prometheus, Br. s.s., 1,583, Geo. Moir, 16th July, from Foochow 15th July, Gen.—B. S.

Shawmut, Am. s.s., 9,066, E. V. Roberts, 17th July, from Manila 14th July, Flour, J. & Co., Ltd.

Siam, Br. s.s., 996, R. H. S. 17th July, from Shanghai 7th July, Box-wood, Mr. Gen. McBain.

Johanne, Ger. s.s., 957, Island, 17th July, from Haiphong 13th July, and Hoihow 16th July, Rice, Pige and Eggs, J. & Co.

Sabine Rickmers, Ger. s.s., 630, J. R. Naebe, 17th July, from Canton 16th July, Gen.—A. K. Co.

Haimun, Br. s.s., 636, A. J. Robson, 17th July, from Tamsui via Amoy and Swatow 16th July, Gen.—D. L. & Co.

Austria, Aust. s.s., 4,879, A. Bilfinger, 17th July, from Trieste 29th May, and Singapore 11th July, Gen.—S. W. & Co.

Kowloon, Ger. s.s., 2,376, H. Siehr, 17th July, from Canton 17th July, Gen.—H. A. L.

Shansi, Br. s.s., 1,228, F. Boyd, 17th July, from Canton 16th July, Gen.—B. & S.

Chiyeun, Br. s.s., 1,177, C. Stewart, 17th July, from Canton 16th July, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Choyang, for Swatow.

Holding, for Kwongchow.

Hongkong Maru, for Amoy.

Magellan, for Manila.

Prometheus, for Singapore.

Siam, for Singapore.

R. P. 32, for Langkat.

Tian, for Manila.

Ufina Maru, for Sourabaya.

Apenrade, for Hoihow.

Glantrae, for Shanghai.

Namsang, for Canton.

Departures.

July 17.

Hongkong Maru, for San Francisco.

Borneo, for Sandakan.

Ellenbeth Rickmers, for Bangkok.

Bombay Maru, for Singapore.

Sambha, for Shanghai.

Clara John, for Hongkong.

Pratt, for Canton.

Shanghai, for Canton.

Chifshing, for Canton.

Namsang, for Calcutta.

Tian, for Manila.

Choyang, for Canton.

Skuld, for Canton.

Passengers arrived.

Per *Austria*, from Singapore—263 Chinese.

Per *Choyang*, from Shanghai, &c.—Miss Hancock, Mr. Stewart, 64 Chinese and 10 Japanese.

Per *Haimun*, from Coast Ports—Mrs. Nagawa Naka, Messrs. Pledge, Gibson, Capt. Schmitt, and 123 Chinese.

Per *Rubi*, from Manila—Mr. and Mrs. E. S. Sprungel, Mr. and Mrs. Brandigan, Mr. and Mrs. Carraha, Mr. and Mrs. Rannay, Mr. and Mrs. O. Bartels and children, Mr. R. P. Lloyd, Mrs. Byrnes, Messrs. H. S. Forbes, S. Chroder, W. M. Maule, O. Schutte, Mrs. H. T. Bredes, Mrs. T. H. Lebold, Mr. and Mrs. C. Kraus, Mr. B. A. Quigley, Misses Culligan, Blanchard, Mrs. Beandochild, Mrs. Tamelin, Mr. H. de Burlet, Dr. Hibbert, Capt. Crockett, and 116 Chinese.

Per *Shawmut*, from Manila—Mrs. Squires, infant and servant, Mr. P. B. Borne, G. N. Lamb, Mr. W. F. Duensing, Mr. and Mrs. Hager, infant and servant, Messrs. W. L. Willey, Ho de Leon, Comdr. F. W. Coffin, E. Parker, Oscar Hall, O. I. Olsen, A. Chertout, P. M. Tague, Capt. N. K. Averill, Messrs. A. O. Soste, E. C. Bess, Mr. and Mrs. J. D. Williamson, Capt. Jamieson, Messrs. F. Kutohke, A. Larate Sy Cip, E. F. Collins, Mr. and Mrs. Schlofield, Messrs. G. R. Putnam and D. C. Alexander.

Shipping Reports.

Str. *Chingtu* from Yokohama—Experienced moderate to light winds throughout.

Str. *Haimun* from Tamsui, etc.—Light variable winds and calm, and fine cloudy weather.

Str. *Chifshing* from Cheloo—Light to moderate variable winds and fine weather, foggy off NE. Promontory and Breaker Point.

Str. *Yuenang* from Manila—Experienced light variable winds and smooth sea, with fine clear weather throughout.

Vessels in Port.

STEAMERS.

Aki Maru, Jap. s.s., 3,095, M. Yagi, 14th July, from Shanghai 11th July, Gen.—N. Y. K.

Apenrade, Ger. s.s., 614, H. N. Gautard, 15th July, from Pakhoi 12th July, and Hoihow 14th July, Gen.—J. & Co.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July, from Shanghai 11th July, Eastenware, Davidson & Co.

Bourbon, Fr. s.s., 900, Le Ball, 13th July, from Saigon 9th July, Gen.—Man Fat.

Brand, Nor. s.s., 1,520, M. Evensen, 9th July, from Sourabaya (Java) 26th June, Rice, S. W. & Co.

Carl Diederichsen, Ger. s.s., 774, H. Schalkier, 13th July, from Haiphong 10th July, Rice, J. & Co.

Chingtu, Br. s.s., 1,459, C. Plunkett, 16th July, from Yokohama 6th July, Gen.—B. & S.

Cranley, Br. s.s., 3,073, W. E. Steele, 8th July, from Durban 13th June, Coals, G. L. & Co.

Dakota, Am. s.s., 1,335, E. Francke, 2nd July, from Seattle 7th June, and Shanghai 29th June, Gen.—N. Y. K.

Fookwang, Br. s.s., 1,687, W. E. Sawyer, 8th July, from Calcutta 2nd June, Coals, J. M. & Co.

Fit, Nor. s.s., 900, Yagle, 3rd July, from Hongkong 1st July, Coal—Aagaard, Thoreisen & Co.

Glenloch, Br. s.s., 2,977, E. J. Stallard, 9th July, from Kobe 1st July, and Shanghai 6th July, Ballast, McG. Bros. & Gow.

Glenstrae, Br. s.s., 3,294, J. McGilvary, 16th July, from London via Ports 2nd June, Gen.—McG. Bros. & Gow.

Hans Wagner, Ger. s.s., 961, J. Kageman, 20th July, from Saigon 15th June, Rice—L. W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July, from Swatow 13th July, Gen.—S. W. & Co.

Ingalls, Am. transport, 600, Scott, 3rd July, from Manila 30th June.

Kaifong, Br. s.s., 982, Finlayson, 11th July, from Hoihow 7th July, Sugar and Hemp—B. & S.

Kore, Am. s.s., 5,651, W. B. Seabury, 15th July, from San Francisco 20th June, and Shanghai 12th July, Mails and Gen.—P. M. S. Co.

Kumsang, Br. s.s., 2,071, E. J. Buller, 14th July, from Calcutta 1st July, Coal—J. M. & Co.

Magallanes, Am. s.s., 837, A. Frezabal, 26th June, from Manila 23rd June, Ballast—Captain.

Monteagle, Br. s.s., 3,953, S. Robinson, 1st July, from Vancouver 4th June, and Shanghai 17th June, Gen.—C. P. R. Co.

Montlake, Br. s.s., 1,737, F. W. Balten, 11th July, from Cherbon (Java) 2nd July, Sugar—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June, from Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June, from Manila 9th June, Ballast—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Hatle, 12th June, from Saigon 7th June, Gen.—S. W. & Co.

Phanang, Ger. s.s., 1,021, F. Mangelsdorff, 15th July, from Bangkok 8th July, Rice and Gen.—B. & S.

Prometheus, Nor. s.s., 1,023, O. Karmeliner, 6th July, from Bangkok via Swatow 5th July, Rice—N. Y. K.

Quinta, Ger. s.s., 985, F. Fröhne, 15th July, from Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July, from Saigon 9th July, Rice, &c.—Wo Fat Sing.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, from Shanghai via Ports 24th June, Gen.—B. & S.

Taiyuan, Br. s.s., 1,268, L. Dawson, 8th July, from Sydney 12th June, and Thursday Island 25th June, Gen.—B. & S.

Tintow, Br. s.s., 901, C. I. Kerr, 13th July, from Bangkok 5th July, Rice—A. K. & Co.

Trym, Nor. s.s., 1,138, S. Andersen, 5th July, from Bangkok 28th June, Rice, Meal and Wood—Order.

Ufina Maru, Jap. s.s., 4,403, K. Nuno, 8th July, from Moji 20th June, Coal—M. B. K.

Yuenang, Br. s.s., 1,128, F. Mooney, 14th July, from Manila 13th July, Gen.—J. M. & Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro, 15th June, from Manila 12th June, Ballast—Barretto & Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Alta, H.M.S. Sir William, at Kowloon Dock.

Hercules, U.S.A.T. Ingalls, " "

Taiyuan, " " " "

Cranley, " " " "

Hongkong Maru, " " " "

Namsang, " " " "

SHANGHAI. 11th Inst.

Anhui, " " " " New Dock.

Steamers Expected.

Vessel	From	Agents	Date
Sunda	Singapore	P. & O. Co.	July 19
Amiral Dupuy	Singapore	W. M. & Co.	July 20
Lower Castle	Shanghai	U. & Co.	July 23
Roseet Simons	Singapore	M. M. & Co.	July 23
Coptic	Japan	C. & O. Co.	July 23
Emp. of China	Japan	C. P. R. Co.	July 24
Tartar	Japan	C. P. R. Co.	July 24
Kutsang	Singapore	J. M. & Co.	July 24
Tijpanna	Japan	C. J. K.	July 26
America Maru	San Francisco	T. C. K.	July 27

Ships Passed The Canal.

1st June—Hudson, Mackinac, Sachsen, Soetra, Tenkat, Tonkin. 5th June—Kawachi Maru, Spikhead. 9th June—Manila, Onaka, Indrawadi, Polynesian, Longcor, Spolia. 12th June—Bayern, Benlaris, Benlaris, Nubia, Asiyana, Bellorophon. 15th June—Armand, Polynesian, Prince Heinrich, Chasler, Suez, Atholl, Lueris. 19th June—Honsouth, Indragaya, Sindhia, Indragaya, Suez, Atholl, Lueris. 22nd June—Achilles, Caladon, Ni-choeng, Senec. 26th June—Benarich, Calchas, Ceylon, Merioneth, Moyna, Poona, Prince Regent, Lufthof, Anchises. 30th June—Dardanus, Ernest Simons. 4th July—Slatia (Ger.), Sanuki Maru, Jin of Mats, Montrose, Sherten. 6th July—Benarich, C. F. de Loris, Diodora, Suez, Atholl, Lueris. 10th July—Honsouth, Indragaya, Sindhia, Indragaya, Suez, Atholl, Lueris. 13th July—Achilles, Caladon, Ni-choeng, Senec. 17th July—Benarich, Calchas, Ceylon, Merioneth, Moyna, Poona, Prince Regent, Lufthof, Anchises. 20th July—Dardanus, Ernest Simons. 24th July—Slatia (Ger.), Sanuki Maru, Jin of Mats, Montrose, Sherten. 27th July—Benarich, C. F. de Loris, Diodora, Suez, Atholl, Lueris. 30th July—Honsouth, Indragaya, Sindhia, Indragaya, Suez, Atholl, Lueris. 3rd August—Achilles, Caladon, Ni-choeng, Senec. 6th August—Benarich, Calchas, Ceylon, Merioneth, Moyna, Poona, Prince Regent, Lufthof, Anchises. 9th August—Dardanus, Ernest Simons. 12th August—Slatia (Ger.), Sanuki Maru, Jin of Mats, Montrose, Sherten. 15th August—Benarich, C. 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